

MARIETTA DAILY LEADER

ESTABLISHED 1881.

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Published every day except Sunday, at the Leader Building, Putnam Street and Muskingum Avenue.

TELEPHONE. No. 3

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SATURDAY, AUGUST 1, 1896

For President, WILLIAM MCKINLEY, Of the United States. For Vice-President, GARRETT A. HOBART, Of New Jersey.

Republican State Ticket. For Secretary of State, CHARLES KINNEY, of Scioto Co. For Judge of the Supreme Court, MARSHALL J. WILLIAMS, of Fayette Co. For Food and Dairy Commissioner, JOSEPH E. BLACKBURN, of Belmont Co. For Member Board of Public Works, FRANK A. HUFFMAN, of Van Wert Co.

Congressional Ticket. For Congress, 15th District, H. C. VAN VOORHIS, of Muskingum Co.

County Ticket. For Probate Judge, D. R. ROOD, of Belpre. For Sheriff, JOHN S. McCALLISTER, Fourth Ward. For Auditor, W. A. PATTERSON, of Waterford. For Recorder, JOHN W. ATHEY, Marietta Townships. For Commissioner, JOHN RANDOLPH, Wesley Township. For Infermary Director, WM. SCHNAUFER, Newport Township.

Republican Mass Meeting. The Republicans of Marietta City and Washington County are requested to attend a mass meeting at the Court House, at 7 o'clock, Tuesday evening, August 4th, for the purpose of organizing a Republican Club. The desire for such an organization has been frequently expressed and the movement has the unanimous sanction of both Republican committees. It is desired to start the Club over 100 strong that it may wield a powerful influence in the campaign now on and to that end every loyal member of the party is urged to use his personal influence to secure a large attendance at this meeting. One of the foremost Republican orators of the county will deliver an address.

All members of other parties who are unable to swallow the Chicago ticket and platform of Repudiation, Populism and Anarchy will be made welcome.

CHAIRMAN Charles J. Best, of the Republican County Central Committee, has called a meeting of the new executive committee for Wednesday, August 5th, at 10 o'clock a. m., for organization and such other business as it may see fit to transact.

The practice of throwing samples of patent medicines and quack nostrums on the lawns and verandas of residences, where children may pick them up and occasionally swallow them, should be discontinued. The trespass law will stop the evil if there is no other remedy.

The appointment of Mr. Murray McMillen as Deputy Oil Inspector for this district, which was made Friday by State Inspector Kurtz, gives general satisfaction. Mr. McMillen is a true blue Republican of known energy and influence and will fill the position creditably. There were other deserving applicants, but only one, of course, could be appointed.

Good Reasons from a good Democrat, for not Supporting the Chicago Platform or Nominees.

Mr. Decatur Axtell, of Richmond, Va., Vice-President of the C. & O. R. R. says:

"Although a life-long democrat I cannot support the Chicago platform for the following reasons:

First. I cannot support a platform, which, if adopted, will make it necessary to reduce the wages of 8000 employees.

Second. I cannot vote for nominees who would compel railway companies to pay speculative premiums on gold.

Third. I cannot agree that 4,000,000 depositors in savings banks shall have their \$1,500,000,000 savings reduced.

Fourth. I cannot agree that wage earners who are paying into their societies, shall lose any part of their provision for the future.

Fifth. I cannot vote with people who will disturb the friendly relation of creditor and debtor and force the former to drive his friend into distress.

Sixth. I cannot support a platform demanding measures that will enable debtors to keep and enjoy, without reimbursement in full, the property they have bought with other people's money.

Seventh. I cannot agree to the transformation of the Democratic party into a party of disorder and misrule.

Eighth. I cannot vote for a party that has the purpose to deprive scarred and infirm veterans of any part of their support.

Ninth. Because the nominee for President declared that he would not support the Democratic party if it failed to

endorse the free coinage of silver, at the ratio of 16 to 1.

Tenth. Because the speeches made by the nominee show him to be without any proper conception of the great matters he will be called upon to control.

Eleventh. Because the candidate for Vice-President, being president of a national bank, stultifies himself by standing on a platform which denounces such banks of issue.

But the great reason of all, is, that Democracy is a part of my being and I cannot vote for its destruction."

More Money Talks.

L. N. F. in the New York Tribune of a day or two since, has to say as follows, concerning some possible and likely situations in our money condition:

"I asked a prominent and well-informed banker yesterday whether the gold shipments would continue from the United States, and the gold reserve again be depleted so heavily as to force the Government to issue a new loan. He replied that the American banks would undoubtedly come to the rescue of the Government and make good the losses of gold. They could protect the Government until November if they wished to do so, and they could be depended upon to save off a new financial crisis. He did not apprehend that there would be a large shrinkage in the gold reserve in the next three months. If Bryan were elected, gold would leave the country and nothing could stop it. Gold payments would be suspended, as it would be impossible to float a new loan after the triumph of the party, which is committed to repudiation. The situation would be greatly improved if McKinley were elected, and a new issue of bonds could then be negotiated, if necessary, in order to maintain gold payments. American credit abroad had been greatly damaged, however, by the recent proceedings of the Democratic and Populist conventions, and the faith of Europeans in the perpetuity of Republican institutions had been seriously impaired. The assurance which was anxiously awaited in Europe was an explicit declaration by the new Administration, supported by Congress, that the Nation meant to pay its debts in gold and not repudiate them. Any issue of gold bonds would be salable in Europe after McKinley's election, and it would suffice to keep up the Treasury gold reserve; but what was indispensable was the conversion of the Treasury deficit into a surplus, coupled with a thorough scheme of currency reform which should include the cancellation of greenbacks when redeemed.

This opinion is generally held in Lombard Street, and is reflected by all financial journals. The effect of Bryan's nomination in causing social unrest and political demoralization has been shown by the heavy fall in American railway securities. If the lists of stocks of a fortnight ago and today be compared, the decline will be found to run from 14 to 20 per cent. McKinley's nomination was followed by a rise in all classes of American securities, but this movement was checked by shrewd speculators in New York, who sold heavily in anticipation of the adoption of a silver platform by the Democracy and the consequent depression of the market. Any permanent recovery in prices cannot be looked for while the political situation is clouded with uncertainty. There are no buyers abroad for anything American; investors are waiting to find out whether Americans have dropped the Eighth Commandment from the Decalogue.

Did You Ever

Try Electric Bitters as a remedy for your troubles? If not, get a bottle now and get relief. This medicine has been found to be perfectly adapted to the relief and cure of all Female Complaints, exerting a wonderful direct influence in giving strength and tone to the organs. If you have Loss of Appetite, Constipation, Headache, Fainting Spells, or are Nervous, Sleepless, Excitable, Melancholy or troubled with Dizzy Spells, Electric Bitters is the medicine you need. Health and Strength are guaranteed by its use. Fifty cents and \$1.00 at W. H. Styer's Drug Store.

Wrecked Freight.

LIMA, O., July 31.—Thursday midnight the second section of south-bound freight No. 97 on the Cincinnati, Hamilton & Dayton road ran into the rear end of the first section north of Piqua junction. The engine plowed through half a dozen cars and the engine thrown into the ditch. No one was injured. Passenger trains were transferred around the wreck.

Gullie Natural.

COLUMBUS, O., July 31.—Hon. Charles Kinney, chief clerk in the secretary of state's office, has been making an examination of the articles of incorporation issued during the last year and says that while the number of new concerns incorporated is about the same the capital stock of them is very much less than during the preceding year.

Iron King Dead.

COLUMBUS, O., July 31.—High Campbell, one of the iron kings of Ohio, died at his home at Hanging Rock, O., Friday, aged 86. He was the father of Miss Campbell, whose suit for breach of promise against Arbuttle, the coffee man, brought her into prominent notice several years ago.

The Weather.

WASHINGTON, July 31.—West Virginia—Fair Saturday; northwesterly winds. Ohio—Fair Saturday; fresh northwesterly winds, becoming variable. Kentucky—Fair Saturday; cooler in the western portions; northwesterly winds. Indiana—Fair, partly cloudy Saturday, with showers in northern portion; fresh easterly winds.

CATASTROPHE.

An Express and Excursion Train Come Together.

The West Jersey Railroad the Scene of a Horrible Collision.

Forty-Two People Killed and Eighty or More Wounded—The Operator at the Block Tower Placed Under Arrest.

ATLANTIC CITY, N. J., July 31.—A terrible railroad catastrophe took place on the Meadows, about two miles out of this city, shortly after 6:30 o'clock Thursday evening, resulting in the death of 42 people, so far as now can be learned, and the wounding of 80 others. A train left here consisting of seven cars, over the West Jersey railroad bearing a special excursion of Red Men and their friends, of Bridgeport, N. J., and Salem, and had reached the crossing of the Reading railroad when it was struck by the 5:40 down express from Philadelphia, demolishing two cars and telescoping the two following. The engine of the Reading train became a total wreck, killing the engineer and fatally injuring the fireman, and the car behind also was thrown from the track and many of its occupants killed or injured.

The responsibility of the collision has not yet been placed, but William Thurlow, the operator at the block tower situated at the crossing, has been placed under arrest by order of the coroner.

Leaving this city the tracks of the West Jersey road run parallel to those of the Camden & Atlantic until after they cross the drawbridge, when they switch off to the south, crossing the Reading road at an obtuse angle.

John Greiner, the engineer of the West Jersey train, saw the Reading train approaching the crossing at a swift speed, but as the signals were open for him to proceed on his way he continued. His engine had barely cleared the track of the Reading when the locomotive of the latter train which left Philadelphia at 6:40 struck the first car full in the center, throwing it far off the track into a nearby ditch, and completely submerging it. The second car of the West Jersey train was also carried into the ditch, the third and fourth cars being telescoped. The engine of the Reading train was thrown to the other side of the track, carrying with it the first coach. A few minutes after the collision, to add to the horror of the situation, the boiler of the Reading locomotive exploded, scattering several to death and casting its boiling spray over many of the injured passengers.

As soon as the news reached this city it spread like wildfire and thousands of people flocked to the scene. The road leading to the place of the collision was a constant procession of hacks, busses and bicycles and all kinds of vehicles, while thousands of pedestrians hurried along the path to render what assistance they could or to satisfy their curiosity.

Darkness fell quickly and the work of rescuing the injured and the dead bodies was carried out under the lurid glare of huge bonfires. It was a gruesome sight presented to onlookers as the mangled and burnt forms of the dead were carried from the wreckage which bound them and laid side by side on the gravel bank near the track with no other pall than the few old newspapers gathered from the passengers. The wounded were quickly gathered together and carried by train and wagon to the Atlantic City hospital, where six of them died shortly after their arrival.

The old Excursion house at the foot of Mississippi avenue was converted into a morgue and thither the dead were taken. At a late hour Thursday evening there were 29 bodies laid out there, none of whom are as yet identified. This city is terribly excited over the accident. The streets in the vicinity of the Excursion house and the city hospital, as well as the road leading to the scene of the accident, being packed with people anxious to learn the latest. The Bridgeport and Salem excursionists who escaped injury were brought back to this city and sent home on a special train several hours later in the evening.

James Hoyt, secretary of the department of public safety, immediately, upon learning the extent of the catastrophe, telegraphed for the Philadelphia emergency corps, 150 of whom responded, and hurried to this city on a special train, which left Philadelphia at 10:45 p. m. These surgeons materially aided the volunteer corps of this city, who embraced almost every physician at present within its confines. Many of the injured were taken to hotels as the city hospital soon became overcrowded. About 30 of the wounded had their injuries dressed and were able to proceed on their way. It is expected that fully a dozen of those now lying in the hospital will not survive their injuries.

Mrs. Edward Farr, the wife of the Reading engineer who met death while performing his duty and was found with one hand on the throttle and the other on the brake, when informed of the accident and her husband's tragic death, was unable to withstand the shock and fell to the floor dead.

The known dead are: S. P. Murphy, Millville, N. J.; J. D. Johnston, Bridgeport; Charles D. Bourroughs, Bridgeport; G. B. Taylor, no address; Mr. and Mrs. P. C. Goldsmith, no address; Samuel Thorne, baggage-master, Atlantic City; D. E. Wood, Philadelphia; John Grever, Bridgeport; Chas. Euckler, Salem, N. J.; Charles McGear, Bridgeport; F. D. Dubois, Woodruff, N. J.; Mrs. Joshua Earnest, Bridgeport; Mr. and Mrs. Trenchard, Bridgeport; Edward Farr, engineer; Samuel Thorne, baggage-master; Charles Muta, Bridgeport; H. F. Bell, Bridgeport; W. C. Loop, Bridgeport; Mary Wentzell, Alloway, N. J.; Lillie Carr, Bridgeport; Pearl Muta, Bridgeport; Mrs. Elmer May,

Palatine, N. J.; Mrs. H. F. Bell, Bridgeport; Anna Frees, Bridgeport; Charles May, Palatine, N. J.; James M. Bateman, Bridgeport.

The known injured are: Howard Woodland, Bridgeport; Samuel Mula, Bridgeport; W. H. Spaulding, Philadelphia; Howard Smalley, Bridgeport; W. C. Hensley, Philadelphia; Lizzie C. Hensley; Mrs. A. E. Abbott, Rhoadesdown, N. J.; Lizzie Smalley, Bridgeport; Caroline Smalley, Bridgeport; C. D. Frazier and wife, Bridgeport; Irwin Dubose, Bridgeport; Mrs. M. Keiger, Elmer, N. J.; Jacob Johnson, Shirley, N. J.; Stanley Wenzel, Alloway, N. J.; Fred Sheeney, Bridgeport; Mrs. Susan Johnson, Shirley, N. J.; Mary Shimes, Freeborough, N. J.; Wm. Baughne, Bridgeport; Charles Cryniek, Bridgeport; Violet, Alfred, Bridgeport; Wm. Simpkins, Salem, N. J.; Mason Worth, Philadelphia; Albert Taylor, Bridgeport; William Boughton, Bridgeport; Edward Seely, Bridgeport; Chester Burgess, Bridgeport; Howard Woodlaw, Bridgeport; ex-Judge Jacob Hitchner, Bridgeport; Mrs. Hitchman; Mrs. E. A. Abbott, David, Frieze, Bridgeport; Mrs. Job Keiger, Elmer, N. J.; Thomas F. Morrell, Bridgeport; Charles Horner, Bridgeport; H. Watson, Yorktown, N. J.; Fred Chenway, Bridgeport; Mary Pileney, aged 11, Yorktown; Mrs. E. F. Fralinger, Philadelphia; John S. Kelley, Camden, N. J.; Rachel Abbott, Rhoadesdown, N. J.

PHILADELPHIA, July 31.—Advices from Atlantic City to the offices of the Philadelphia & Reading road in this city Friday morning place the number of killed in Thursday night's railroad accident at 43, including the engineer and fireman of the Reading train. There are no new developments regarding the responsibility for the terrible loss of life, but the accident seems to have resulted from the failure of Engineer Farr, of the Reading train, to obey the signals at the block station which, it is generally agreed, were set against his train and required a full stop. Engineer Farr and his fireman were both killed. Engineer Kriner, of the West Jersey, says that as he neared the crossing he saw the Reading train approaching from the opposite direction. A Camden and Atlantic train was also coming toward this city and it seemed to him that both trains were racing.

The signals at the block house were open for him to go on, and, knowing that if such be the case, that the block must be against the Reading train, he expected the latter to stop. Before he realized it he saw a collision was inevitable, and he was about to jump at the point where the Reading engine now lies, but he took a desperate chance and stuck to his post.

THE MARKETS.

CINCINNATI, July 31. FLOUR—Spring fancy, \$3.10; spring family, \$2.95; spring patent, \$3.05; winter patent, \$3.45; fancy, \$2.80; family, \$2.50; extra, \$2.30; low grade, \$1.75; rye, northwestern, \$2.45; do, city, \$2.20. WHEAT—There was a fair amount for sale, and under modest demands values were sustained. Sales: Sample red, track, \$5.00; 3 red (choice), track, \$5.00. CORN—Sales: Yellow ear, track, \$2.05; mixed ear, track, \$2.00; No. 2 mixed, track, \$2.00; do switch, \$2.00; No. 2 white mixed, track, \$2.00; No. 2 white, track, \$2.00. OATS—Sales: No. 2 white (old), track, \$2.00; No. 2 mixed (old), to arrive, \$2.00. HOGS—Select butchers, \$3.25; fair to good packers, \$3.15; fair to good light, \$3.00; common and rough, \$2.50. CATTLE—Fair to good shipper, \$3.00; choice, \$3.15; good to choice butchers, \$3.00; fair to medium butchers, \$2.75; common, \$2.50. SHEEP AND LAMBS—Sheep: Extras, \$3.25; good to choice, \$3.00; common to fair, \$2.50. Lambs: Extras, \$3.25; good to choice, \$3.00; common to fair, \$2.75; culls, \$2.50. VEAL CALVES—Fair to good light, \$4.00; extra, \$5.00; common and large, \$3.00.

WOOL—Unwashed, fine merino, 90¢ per lb.; quarter-blood clothing, 12¢; medium, delaine and clothing, 12¢; broad, 12¢; medium combing, 12¢; washed, fine merino, X to XX, 12¢; medium clothing, 12¢; delaine fleece, 12¢; long combing, 12¢; quarter-blood and low, 12¢; common coarse, 12¢; tub-washed, choice, 17¢; tub-washed, average, 16¢.

NEW YORK, July 31. FLOUR—Unchanged. WHEAT—Dull, steady; September, 63 1/2-64 1/2; December, 64 1/2-65 1/2. CORN—Dull, stronger; No. 2, 30 1/2-31 1/2; September, 30 1/2-30 3/4. OATS—No. 2 quiet, steady; state, 25 1/2-26; western, 25 1/2-26. TOLEDO, O., July 31. WHEAT—No. 2 red, cash and August, 64 1/2; September, 65; December, 67 1/2; No. 3 red, cash, 59 1/2. CORN—No. 2 mixed, September, 25; No. 3 yellow, cash, 24 1/2. OATS—No. 3 mixed, cash, 20; September, 19 1/2; May, 21 1/2.

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Purify your blood with Hood's Sarsaparilla, which will give you an appetite, tone your stomach and strengthen your nerves.

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Endorsed and recommended by physicians, midwives and those who have used it. Beware of substitutes and imitations. Sent by express or mail, on receipt of price, \$1.00 per bottle. Book "TO MOTHERS" mailed free, containing voluntary testimonials. HEADFIELD REGULATOR CO., Atlanta, Ga. SOLD BY ALL DRUGGISTS.

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While we guarantee LOWER PRICES on all Spring stock, we are showing a niceline of Fall Suits especially in Worsteds, Cassimeres and Cheviots.

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The fact is demonstrated by the numbers who frequent the store during these cloudy, depressing days; who are evidently giving expression to their feelings as they want WRITING PAPER. We make special efforts to meet all demands in this line. We have a large variety of the best grades in bulk, and a splendid assortment of pound goods. A special offer—1 lb. of fine paper and 1 package square envelopes 25 cents.

A fresh line of the latest novels and varied literature, to throw light upon the financial problem.

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Instruction in Arithmetic, Geography, Grammar, History, Civil Government, Physiology, Orthography, Penmanship and Pedagogy will be free to all who are teaching or preparing to teach. Bring your text-books with you. Those who wish to secure boarding are requested to write to Martin R. Andrews or W. W. Boyd of Marietta. The Normal Institute will close with an examination on FRIDAY, AUGUST 28th

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